

# Draft Walking and Cycling Action Plan

## Summary



2021-2031



# 1. Introduction



The draft Walking and Cycling Action Plan (WCAP) comes at an incredibly important moment for our Borough. Having adopted an ambitious Transport Strategy which supports the delivery of better infrastructure for walking and cycling, it is now time to deliver and consult on the proposals. The Covid-19 pandemic has accelerated the need to increase cycling and walking in the Borough and a clear plan to deliver.

The draft WCAP provides the policies, targets, actions and framework for delivery. From Low Traffic Neighbourhoods, through to the delivery of new cycle lanes and pedestrian infrastructure, the Action Plan establishes a new hierarchy in which the needs of

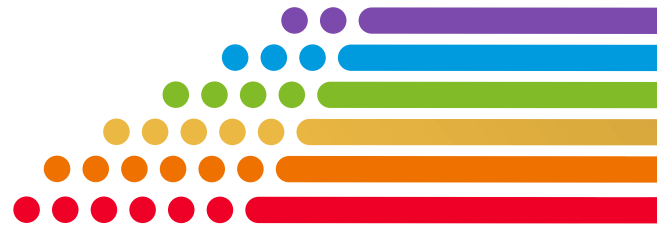
those walking, cycling and using public transport are prioritised over private vehicle users. Ultimately, the Plan works towards establishing walking and cycling as the natural choice in our Borough.

This summary outlines our key policy proposals. It is designed for those who are not able to read the entire 90-page Action Plan.





## 2. Vision



**The vision for this draft WCAP is simple: by 2031, we want:**

- 1.** A reputation for being one of the best walking and cycling boroughs, both regionally and nationally.
- 2.** Walking and cycling are natural choices.
- 3.** Active travel to have improved the wellbeing of our residents, reducing obesity and improving air quality.
- 4.** To reduce motor vehicle use.



# 3. Policies

## Policy 1 - Increasing Active Travel:

- Haringey will be a Borough where walking and cycling will be the default choice of travel.
- Haringey will reduce dependency on cars in the Borough in favour of active, efficient, and sustainable modes of travel.
- Haringey will use the Healthy Streets approach to put health at the heart of decision making and deliver coordinated transport and street improvements.
- Haringey will support active travel by reducing road user casualties, especially among younger and older pedestrians, cyclists and other vulnerable road users, and address the needs of mobility-impaired users of all modes of transport.

- Haringey will ensure all active travel improvements improve the health and wellbeing of everyone by making sure everyone has access to safe and sustainable transport choices.

## Policy 2 - Walking

Walking continues to be the healthiest and most sustainable way of travelling around our Borough. The Action Plan will prioritise the needs of all pedestrians:

- Haringey will create opportunities for new walking trips, particularly to, from and in town centres and improve walking access to transport interchanges, schools, parks and other destinations.
- Haringey will reduce the impact of vehicle traffic and parking, making our streets better and safer places to walk and spend time. Trips to school will be targeted by introducing school streets to reduce car use and promote walking.
- Haringey's streets will be improved for walking using TfL's Planning for Walking Toolkit to ensure our streets remove any disabling barriers for disabled people.





- We have mapped key walking areas within the Borough, as well as a GAP analysis to identify potential future walking clusters and walking corridors.

### Policy 3 - Cycling

The needs of cyclists will be prioritised as part of the draft Walking and Cycling Action Plan. New facilities will support increased participation rates across the Borough.

- Haringey will deliver improvement in cycle infrastructure to support more cycling in the Borough to:
  - \* Create a cycling culture.
  - \* Improve the health and wellbeing of residents.
- Haringey will address the barriers to cycling to ensure everyone who wants to cycle for their journeys will be able to.



- Haringey will create opportunities for growing and improving our cycle network to ensure our streets work better for people by reducing the car's dominance.
- Haringey's cycling networks will be strategically aligned with neighbouring boroughs, utilising

key output from the Strategic Cycle Analysis (SCA), developed by Transport for London.

### Policy 4 - Low Traffic Neighbourhoods

Haringey will deliver a network of Low Traffic Neighbourhoods across the Borough to:

- Significantly reduce traffic volumes, not only on the residential streets but across the Borough.
- Reduce congestion with short trips previously undertaken by cars being switched to other more sustainable ways.
- Increase physical activity through more walking and cycling.
- Provide healthier and safer routes to schools and other destinations.
- Create new public spaces.
- Deliver improved air quality.

### Policy 5 - Reallocating road space to enable sustainable growth and to make walking and cycling safer

- To provide for future demand and to facilitate sustainable transport, Haringey will reallocate road space to make streets safer for walking and cycling according to the following priority:
  1. Pavement users
  2. Cycling
  3. Public Transport
  4. Electric Vehicles
  5. Motor Vehicles
- Haringey will ensure decisions made on reallocating road space will take into account the competing needs of streets and

their users, particularly in our own town centres - recognising street functions as both a link and a place.

- Haringey will, where appropriate, reallocate existing car parking and loading for high streets, town centres, schools and other locations, to:
  - \* Enable more cycling and walking,
  - \* Improve public transport and accessibility.
  - \* Facilitate access for freight and servicing, including by cargo bike.
  - \* Support the future success of Haringey's town centres.
  - \* Make existing road space more efficient.

This document provides a snapshot of the draft Walking and Cycling Action Plan. You can read the whole document by visiting the project website (<https://haringeywalkingcycling.commonplace.is/>).

Tell us what you  
think

